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SPORT.

R.G.A. DEFEATS STAFF AND DEPARTMENTS.

Gnr. Baines was the chief "instrument" of the win gained by the R.G.A. against the Staff on Saturday. He secured the best bowling averages in the League up to now when he captured seven of the opposing wickets. He took two wickets in his first over, and, later, performed the "hat-trick," and generally played with the very broad margin of ten wickets. Batting first, the Staff and Departments, though a well-represented side, including Bowen, Coles and Humphrey were only able to compile a meagre 33 runs, only "Mr. Extras" entering double figures. Coles played a very slow innings for 9 runs, carrying out his bat. The Garrison fielders assisted the bowlers considerably, no catches being missed. Davies and Talford opened the innings for the Garrison and topped their opponent's score without the fall of a wicket. When the score reached 70 the partnership was dissolved. Davies played a capital innings in making 54 runs, his score including eight fours. Lieut. Bryson was in good form with the bat and collected 49 runs. The innings eventually realised 212 runs for eight wickets. Scores:—

Major Bowen	b Baines	4
Col. Coles	not out	9
Col. Humphrey	c Davies, b Baines	0
Sgt. Connor	b Baines	0
Pte. Filmer	b Davies	2
Pte. Rhodes	b Baines	0
Col. Gray	b Baines	0
Capt. Shewell	b Baines	0
Q.M.S. Sheriff	b Davies	3
Capt. Tomory	b Davies	1
Capt. Macaulay	c Oliver, b Baines	0
Extras		13
Total		33

Bowling Analysis.					
	O.	M.	R.	W.	
Baines	2.9	3	11	7	
Davies	7	4	9	3	

R.G.A.					
Capt. Davies	c sub, b Connor	54			
Mr. Gnr. Talford	b Bowen	23			
Cpl. Mann	b Connor	49			
Lt. Bryson	b Connor	18			
Lt. Golding	b Bowen	18			
Gnr. Perkins	b Connor	9			
Gnr. Smith	not out	27			
C. S. M. Pragnell	c Connor, b Coles	13			
Lt. Baines	b Connor	43			
Capt. Oliver	did not bat	0			
Mr. Gnr. May	did not bat	0			
Extras		10			
Total (for 8 wickets)		212			

Bowling Analysis.					
	O.	M.	R.	W.	
Connor	21.2	2	88	5	
Rhodes	4	0	26	0	
Bowen	13	1	33	2	
Coles	4	0	25	1	

CHINESE DEFEAT THE UNIVERSITY.

The Chinese had to go all the way to beat the University in the League, on Saturday, on the Causeway Bay ground. The University had the services of Ponsonby Fane, who was in the Colony for a couple of days on his way to Siam. He signalled his reappearance by playing a characteristic innings for 30 runs. The best cricket on the side was played by Wright, who hit very well on the leg side. D. K. Samy was well set when he was yorked by Ching. The University declared their innings closed when they had obtained 163 runs for the loss of 6 wickets. Had it not been for a meritorious innings by Ng Sze Kwong, and some enterprising hitting by Ching, the Chinese would have fared badly. Ng Sze Kwong, whose only chance was to the wicket-keeper when he was in the region of 40, played his best innings this season, getting in some pretty strokes to leg. The Chinese won by two wickets. Scores:—

UNIVERSITY.					
T. L. Cheah	b Ho Wing Kin	34			
H. C. Hunt	c and b Ng Sze Kwong	10			
D. K. Samy	b Ching	31			
F. A. Redmond	c Ho b Ching	4			
R. Ponsonby Fane	not out	30			
J. D. Wright	c Yew, b Ching	63			
B. A. Basto	b Ching	0			
S. K. Chua	not out	5			
Extras		6			
Total (for 6 wickets)		163			

CHINESE.

I. T. Pun, T. E. Yeoh, and K. S. Choo	did not bat.				
Bowling Analysis.					
	O.	M.	R.	W.	
Lee	13	0	63	0	
Ng Sze Kwong	6	2	22	1	
Yew Ma Teun	2	0	18	0	
Ho Wing Kin	11	2	29	1	
Ching	9	1	36	4	

C.R.C.

Shing Man Ping	c and b Chua	0			
Ng Sze Kwong	c Ponsonby Fane, b Redmond	82			
Wong Kam Ning	run out	4			
Li Chai Chi	c Wright, b Chua	14			
H. Ching	c Hunt, b Redmond	33			
Ho Wing Kin	b Yew	8			
C. Chua	b Yeoh	6			
La Man Fan	b Yeoh	6			
Wei Lee Sze	c Chua, b Yeoh	4			
Yew Ma Teun	run out	4			
Mak Kin Sze	not out	7			
Extras		8			
Total		170			

Bowling Analysis.					
	O.	M.	R.	W.	
Redmond	15	1	54	2	
Chua Sin Kah	4	0	35	2	
Wright	4	0	40	0	
Yeoh	7	0	33	4	

NAVY DRAWS WITH CIVIL SERVICE.

The Navy sprung a surprise on the Civil Service on Saturday by scoring 214 runs for the loss of seven wickets and then declaring. The batting was more or less consistent, nearly all the players contributing to the general total. The Civil Service fielding was poor. The Navy, who took first knock, sent in Hastings and Kennett. Hastings commenced to drive vigorously, and was fortunate in being missed twice. He scored 37 runs in quick time. Five wickets fell for 95 runs and then an excellent partnership between Holborn and Robinson raised the total to 203 runs for the sixth wicket. Holborn's innings was a treat to watch. He made some splendid drives, both to off and leg, collecting 60 runs, being unbeaten at the end of the game. He hit altogether fourteen fours. Robinson, his partner, hit out lustily at everything and his score of 60 runs included eleven fours, practically all of which were secured on the off. The Civil Service bowlers were of colour, Edmonds being the only one to secure anything like a respectable average.

The Civil Service, going in rather late in the evening, were only able to score 88 runs for the loss of four wickets when time intervened. A. E. Wood, was bowled by Hastings, before he had got a single run. Lambie and Edmonds played steady cricket. Scores:—

Rev. F. G. B. Hastings	b Edmonds	37			
E. G. Kennett	c Ling, b Severn	14			
Sgt. Cdr. Hall	c Ling, b Wischell	24			
Pay-Lt. Cdr. Holborn	not out	60			
Lt. Caswell	c Hutchinson, b Edmonds	1			
Mr. Cdr. Gray	c Wood, b Edmonds	2			
Pay-Lt. Robinson	b Lambie	60			
Lt. McNair	b Edmonds	7			
Extras		1			
Total (for 7 wickets)		215			

Bowling Analysis.					
	O.	M.	R.	W.	
Severn	5	1	38	1	
Ling	9	1	49	0	
Wischell	7	0	33	1	
Edmonds	9	1	46	4	
Hutchinson	3	0	29	0	
Lambie	3	0	21	1	

CIVIL SERVICE.					
A. E. Wood	b Hastings	0			
B. W. Bradbury	c Kennett, b	17			
Hastings		17			
E. G. Wischell	b Holborn, b Kennett	1			
R. O. Hutchinson	b Kennett	0			
P. T. Lambie	not out	20			
W. H. Edmonds	not out	22			
Extras		13			
Total (for 4 wickets)		86			

Bowling Analysis.					
	O.	M.	R.	W.	
Hastings	14	5	30	2	
Wischell	12	6	12	3	
Bryant	6	2	14	0	
Caswell	3	0	17	0	

CRAIGENGOWER DRAW WITH THE INDIANS.

The Indians had much the better of their League match against Craigen-gower. Some very fine cricket was witnessed and tall-scoring resulted. The I.R.O. batting first lost A. Arculli with the score at 38 runs. A good partnership between A. H. Ramjahn and G. O. Earde carried the score to 114, when the latter was caught in the country. Earde, in scoring 24 runs, gave a couple of chances. Ramjahn played excellent cricket, collecting 79 runs in a comparatively short space of time. He gave an easy chance to E. Abbas at square leg when in the fifth. Ramjahn's score included 12 fours. The fielding of Craigen-gower was none too good and the Indians were thus able to compile 170 runs for six wickets, and then declare. Left with one and a quarter hours in which to top their opponents' score, Craigen-gower made a strenuous effort. Bass, the captain, was in excellent form and played a most creditable innings, getting 61 runs. M. H. Abbas was getting well set when he was caught in the slips. Time intervened with the score at 115 for the loss of four wickets. The Indians' fielding was very good. Scores:—

I.R.O.					
A. H. Ramjahn	c Hall, b Abbas	79			
A. el Arculli	c Kennedy, b Abbas	11			
G. O. Earde	c Abbas, b Lammett	24			
S. H. Ismail	b Lammett	17			
A. A. Ramjahn	c Jer, b Lammett	9			
A. E. Madar	not out	10			
E. A. Moosden	b Abbas	20			
Extras		20			
Total (for 6 wickets)		170			

C.R.C.

S. A. Ismail, D. Ramjahn, M. B. Sufiad, and S. D. Ismail	did not bat.				
Bowling Analysis.					
	O.	M.	R.	W.	
Omar	8	1	37	0	
Abbas	15	0	69	3	
Lammett	14	2	41	3	

CRAIGENGOWER.

R. Bass	c Earde, b Arculli	61			
F. G. Thompson	b Earde	1			
L. E. Lammett	c D. Ramjahn, b A. A. Ramjahn	14			
M. H. Abbas	c Earde, b Arculli	30			
W. Hall	not out	9			
S. Jer	not out	10			
Extras		10			
Total (for 4 wickets)		115			

Omar, Kennedy, Abbas, Ramjahn, and Khuras did not bat.

Bowling Analysis.					
	O.	M.	R.	W.	
Earde	11	2	28	1	
Arculli	11	0	40	2	
A. A. Ramjahn	3	0	15	0	
S. A. Ismail	2	0	11	0	
S. H. Ismail	2	0	13	0	

* Bowled 3 wickets.

R.E. AND I.A. DRAWS WITH HONGKONG CLUB.

There was high-scoring in the match between the R.E. and I.A. and the Hongkong Club, the game ending in a draw. The Club scored 233 runs for the loss of six wickets and then declared. The first wicket fell for eighteen runs, but a good partnership between Pearce and Blaker carried the total to 110 runs for the second wicket. Pearce showed some of his old form on Saturday, hitting with freedom all round the wicket. Blaker scored 88 runs, his innings including ten fours. Some very vigorous batting was witnessed during his tenure at the wickets.

The military team totalled 133 for the loss of six wickets when time intervened. Capt. Gray played merry cricket in collecting 51 runs, his score including two sixes and seven fours. Col. Taylor played confident cricket. Scores:—

HONGKONG CLUB.					
T. E. Pearce	c and b Edwards	65			
E. J. R. Mitchell	c Wahl, b Edwards	8			
C. Blaker	b Middlemas	88			
E. W. Day	c Wahl, b Middlemas	0			
E. Hancock	c Larkum, b Hammond	80			
R. A. Green	b Hammond	6			
P. G. de Paravacini	not out	25			
Extras		23			
Total (for 6 wickets)		233			

Bowling Analysis.					
	O.	M.	R.	W.	
Hammond	15	3	63	2	
Edwards	16	0	79	2	
Middlemas	11.4	0	54	2	

R.E. AND I.A.					
Capt. Gray	c Green, b Day	51			
Major Greenwood	b Day	3			
Col. Edwards	b Day	2			
Col. Taylor	b Pearce	28			
Major Middlemas	c Pearce, b Donnelly	0			
Lieut. Hammond	b Burnie	15			
Capt. Wahl	not out	12			
Extras		16			
Total (for 6 wickets)		133			

Bowling Analysis.					
	O.	M.	R.	W.	
Donnelly	10	1	51	1	
Day	10	1	39	3	
Burnie	3.5	0	17	1	
Pearce	3	0	13	1	

LEAGUE TABLE

(UP TO JANUARY 10th.)					
R.G.A.	5				
Kowloon	4				
Civil Service	5				
Navy	5				
I.R.O.	5				
R.E. and I.A.	2				
C.R.C.	1				
Staffs	1				
University	4				
Craigen-gower	2				
H.K.C.C.	3				

FRIENDLY MATCH.

C.R.C. 2nd XI. DEFEAT THE POLICE.

The second string of the Chinese Club got the better of the Police at Happy Valley on Saturday. Wong Po Keung was the all round "star" of his side, scoring an unfinished 43 runs and capturing six wickets for 38 runs. The Police "tail" wagged to good effect and they almost won the match, losing only by 8 runs. Scores:—

C.R.C.				
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HONGKONG BOXING ASSOCIATION.

SATURDAY'S SUCCESSFUL TOURNAMENT.

KERRISON RETAINS THE WELTER-WEIGHT CHAMPIONSHIP.

Lovers of the "noble art" had little to grieve at in the boxing contests which came off on Saturday night, under the auspices of the Boxing Association, in the "Stadium" erected at the Volunteer Headquarters. Some very hard and clean fighting was witnessed, and there was a sufficient flow of "claret" to satisfy even the most bloodthirsty of the spectators. It will be learnt with more than ordinary interest that there is a hope of regular monthly tournaments in the "Stadium." With the new warships, which are now on the way out, it should not be difficult to arrange many contests, for boxing is now enjoying the hey-day of popularity at home as well as here. Boxing "fans" attended Saturday's tournament in large numbers. Amongst those present were H.E. the Governor, Sir Havilland de Saumarez and Sir William Rees Davies.

It is hoped that the next tournament will attract a few civilian entrants, for amongst those who have seen war service there ought to be many who are proficient enough to appear in the ring. There is a likelihood that Young Maher, who became the amateur light-weight champion of the Colony before he went on war service, will fight Ship's Cook North, who won the light-weight competition on Saturday at the next tournament. Maher will have to be an unusually clever fighter if he is going to beat North. If novices' competitions are to be held again, the officials of the Association must see that men fight in their own class. A light-weight must not be allowed to enter the welter-weight competition even if he wants to do so. To prevent such a thing occurring is the reason for the existence of the Association.

The chief interest in Saturday's fighting was in the contest for the welter-weight championship of the Colony, in which Kerrison was challenged by Seaman Parsons of H.M.S. Ambrose. The manner in which Kerrison won this fight showed that he remains as clever a fighter as he ever was, and the Navy, who have now, twice, tried unsuccessfully, in the last two months, to wrest the championship from Kerrison, will have to train a much better man than Parsons if that task is going to be accomplished. Kerrison was the taller man, had the longer reach and the harder punch, and showed that intimate knowledge of "finger-fight" which keeps him in the championship class. Parsons, a hard and plucky fighter, was not as convincing in the ring as "Peggy" Evans had been. Like Evans, he trusted much to a right arm swinging shot, which Kerrison was able to guard with his sturdy left. Parsons had not such a good defence as Kerrison, whose right punch, a bit with sufficient force behind it, to fall on an opponent so powerful that it broke through the sailor's guard. A secret of Kerrison's success is that he is always the aggressor, and Parsons might have done better if he had forced the fighting. Kerrison was never really rattled, while Parsons was the recipient of sufficient blows to have rendered a less sturdy man unconscious.

One could not quite understand why Stoker Neal, of the Kowloon Torpedo Depot, who had fared so badly at the hands of Officer Steward Danies at the last tournament, was given another match in this tournament. Outclassed on the last occasion solely because he would not show the slightest initiative, he was again outclassed for the same reason. He was plucky enough to stand six rounds of grueling from Seaman Webb of the Ambrose, and only gave up when he was too groggy to carry on. The Association can now give Neal a rest, for he has simply proved that he is not yet clever enough to give an exhibition bout. This is, of course, merely a hint. Webb, who defeated Neal, is only an ordinary sailor, and was all the time leaving his body unguarded. A good punch on the head would have laid him out, but Neal had not, after the first round, sufficient wit to administer such a blow.

The fight between C. E. R. A. Hudson, of the Kowloon Torpedo Depot, and Stoker May, of the Ambrose, was a contest in which age and experience were opposed to youth and strength. It was not to be expected that Hudson, who was nothing if not game, could beat his young opponent, who had a very powerful right arm punch. Youth began to tell quite early, and Hudson only gave in after he had tested the force of his opponent's blows for four rounds. Hudson must have been a clever and capable fighter in his day.

The finals of the novices' competitions all saw fast fighting with the contestants sparing themselves nothing. In the featherweights, P. O. Condon, who had accounted for two good men, Gosling and Burroughs, in the earlier rounds, met more than his match in L. Del. Conway of the Ambrose. Conway had bested Draw and Nye of the Wilshirens on the previous day by rushing the fight, and he successfully adopted the same tactics against Condon, who received a terrible "punching." Condon got his thumb out in the second round, but pluckily went on with the fight, making desperate attempts to damage his opponent. He was, however, completely outclassed, and the referee did right in stopping the fight and declaring the sailor the winner. Conway, who had a hard punch with his right, should learn to defend himself more.

The cleaner fighting of the whole evening's sport was witnessed when Ship's Cook North met Pte. James of the Wilshirens in the final of the light-weight competition. North, who had had a strenuous fight with Hudson on the previous day, is one of the finest lightweights who has fought in Hongkong for a long time. A master of footwork, North has got a

very good defence indeed. He attacks with equal force with his right and his left, all straight shots right from the shoulder. James, who fought him, was the possessor of a more powerful punch, but he was not sufficiently active, and one could see that he was all the time trying to get in a knock-out blow. North, who had an opportunity of hitting James in close fighting, smilingly refused to do so, but when he launched out with his right, he always landed home. Local boxing enthusiasts could do with many more fighters like Ship's Cook North.

The finalists in the welterweights had more fighting to do than the competitors in any other class. A. B. Simmons of the Carlisle, knocked Trace of the Alacrity out in the first round, bundled up Neathercott of the Ambrose almost as quickly and returned Rogers of the Wilshirens unconscious with his very first punch—all on the previous day; and he was favourite in his match, in the final, against Dadd of the Wilshirens, who had, in the earlier rounds, beaten Harris of the Carlisle, Woodley of the Wilshirens, and Mathie of the Ambrose. Simmons, a rushing fighter who evidently believes that offence is the best defence, laid himself out to spoil Dadd's features from the very first round. The soldiers, rattled up quite early, never looked like the winner. Dadd should pay more attention to defence. Simmons has a very powerful punch, but has yet a lot to learn.

There never was any doubt as to the result of the middleweight competition between Sergeant of the Ambrose and Hatch of one of the submarines. Sergeant had, in the earlier rounds, made very short work of Fellowes of the Alacrity and Gee of the Wilshirens. Hatch, the other finalist, had beaten Badnidge of the Alacrity on Friday, but had to go all the way to defeat Sergeant Daves of the Wilshirens. Sergeant was the taller, the heavier and much the stronger man, and after the first round, when he landed a tremendously powerful right on the other's jaw, there was only one man in the fight, and that man was not Hatch.

The officials of the Association worked hard and long to make the tournament the success it was, especially Mr. John Wildin, who had far more to do "behind the scenes" than is generally known. The Association owes a debt of gratitude to Mr. Frank Dillon, for having supervised the erection of the "Stadium." A busy day. The duties of referee were shared by Messrs. George Logan and McCann, and with the exception of one occasion when May, in the "excitement" of the moment rather than by any brutal design, fouled Hudson, and the referee took no action, there was no incident in which the decisions of the referees could be questioned. The judges were Lt.-Col. Forrester, C.M.G., D.S.O., Major Rapson, D.S.O., Lt. Ansell, R.N., and Lt. Dickinson, R.N. The time-keepers were Messrs. W. Pitt and A. B. Allan.

DESCRIPTION OF THE FIGHTS.

The following is a brief description of the fights:

CONDON-CONWAY.

The contestants in the final of the feather-weight class were Police Constable Condon, 125 lbs. and L. Del. Conway, of the Ambrose, 135 lbs. In the first round, Conway, attacking, got in a series of jabs on the other's face which had the policeman in difficulties. Condon covered himself up and so saved himself from being knocked out. Condon, desperate, hit wildly with his right and Conway had to cool his ardour. In the second round, Condon got further punished, the sailor inflicting some telling jabs with both arms. Condon, bleeding freely from his face and nose, hit out gamely at intervals, but it was quite evident that he was not quite a match for the sailor. In the third round, Conway had the policeman running before him. Condon, badly wounded, covered himself up, and Conway tried to rain to knock the other out. The referee stopped the fight, and declared Conway the winner. Condon was applauded for the game fight he put up.

MAY-HUDSON.

James took the scale at 133 pounds, his opponent being 5 pounds heavier. North showed his superiority from the start and scored points with a heavy right. James seemed groggy at one stage in the first round and it was noticeable that North, a clean little fighter, did not take advantage of the other. In the second round, James tried the effect of his left jab, but North, pretty much moved out of the way and retaliated with a straight arm on the other's face. North lifted his opponent off the floor on two occasions in the second round, but James rose gamely. James was more damaged than his opponent. In the third round, James tried infighting, but found North's right too much for him and had to go back. James was trying for one good blow, but covered up beneath the force of North's arm. North tried several uppercuts, which his opponent successfully guarded. There was no doubt whatever of the result and North was loudly cheered when he was declared the winner.

MAY-HUDSON.

May, the younger man and 10 pounds the heavier, got busy early in the first round and sent Hudson (130 lbs.) to the boards with a swinging right. Hudson rose at once and for the rest of the round kept his opponent away with his longer reach. He scored with one forceful left on May's face, but did not follow up the blow. Hudson planted his left on the other's face quite early in the second round, and wisely kept away from infighting. Towards the end of the second round, May got his opponent on the wind and had Hudson gasping. It was a wonder that Hudson was not knocked out at this time. Evidently, in great pain, twice he was floored, and each time he took full advantage of the count. The third time he was knocked down the going saved him. In the third round, May,

exhausted, fouled his opponent, but the referee took no notice of the persistent cries from all parts of the "Stadium." May sent his opponent to the boards twice in the third round. In the fourth round, May gave Hudson one or two blows on the body and the latter gave up. He had put up a most plucky fight and was applauded when he left. May was, of course, the winner.

SIMMONS-DADD.

Simmons made the fighting from the start, and forced Dadd to retire from a tremendous punch with his right. Dadd had little or no defence, and received a number of telling blows on his face. Simmons was scarcely marked in the first round. Dadd commenced the second round with a furious onslaught with swinging rights and lefts. Simmons was cornered, but got out of the way, and during the remainder of the round, kept swinging his right on Dadd's ear, which was bleeding freely. Both men were making for the fence. In the third round, Dadd fought more gamely than ever and seemed content to take his grueling if he could get his right on the other's face. Simmons drew clear from Dadd's face with a straight left. The aggressor all the time, he was undoubtedly the more powerful fighter, and was declared the winner. Dadd had fought very gamely.

SERGEANT-HATCH.

The first round commenced tamely, but things soon lived up, and it was quickly apparent that Sergeant (162 lbs.) was the better fighter than Hatch (151 lbs.). Sergeant was the aggressor all the time, thanks to a very powerful right. Hatch, having to clinch when Sergeant attacked, showed up better in the second round when he attacked with his right. Sergeant successfully defended himself, and commenced an onslaught that finished his opponent. A heavy blow on his wind sent Hatch to the boards, where he took full advantage of the count. When he rose, Sergeant sent him down with a powerful blow on the jaw, and Hatch was counted out.

NEAL-WEBB.

Webb (127 lbs.) was the aggressor from the very start and Neal (125 lbs.) began to defend himself in his usual clumsy style, by keeping his gloves against his face and crocheting. In spite of this, Webb gave the other at least one telling punch on the face. In the second round, Neal had the other chasing him round the ring, and had to be very active to get out of the way of Webb's right. Webb scored twice with straight jabs. So far the match was decidedly Webb's. Neal was clinching at the end of this round. In the fifth round, Neal was again marked, and Webb tried in vain to knock his man down. Webb fell before a swinging right on the jaw, and again waited till time had been counted before he rose. In the next round, Neal again received a number of terrific blows on his face and body, and gave up the match. Webb was declared the winner, amid loud applause.

KERRISON-PARSONS.

Kerrison (145 lbs.) had the advantage of reach over Parsons (143 lbs.). Parsons displayed a useful left quite early in the first round and showed that he knew how to defend himself by the way he guarded those straight right arm punches which have gained Kerrison his title. Kerrison did not in at least one good shot on the other's right. Parsons opened the second round with a swinging right on Kerrison's ear. Each man had his right in turn, and Kerrison, more on the offensive, put in a couple of powerful jabs on the other's face. So far the fight had been Kerrison's. There was fast fighting at the opening of the third round, and Parsons brought home several more powerful blows with his right, but the blow did not have sufficient force behind it. Kerrison was still the aggressor. In the sixth round, Parsons, now groggy, was sent to the boards twice. Kerrison's right was still finding its mark on the other's face. In spite of the exchange of blows, neither man was bleeding when the sixth round ended. Kerrison, who had so far been aiming at the sailor's face, administered a blow on Parsons' ear which nearly doubled him up. Groggy from this blow, the sailor was floored by his opponent twice more in the seventh round. The second time the gong went when Parsons was taking the count. In the eighth round, Kerrison, more aggressive than ever, delivered a terrific right arm punch on Parsons' temple. The sailor's second throw in the towel and Kerrison was loudly cheered on his victory.

THE PRIZES.

During an interval in the fighting, H.E. the Governor gave away the cups as follows:

Featherweights.—Winner, L. Del. Conway (Ambrose); runner-up, P. O. Condon; best loser, Pte. Burroughs (Wilshirens).

Lightweights.—Winner, Ship's Cook North (Carlisle); runner-up, Pte. James (Wilshirens); best loser, Gunner Hudson (R.G.A.).

Welterweights.—Winner, A. B. Simmons (Carlisle); runner-up, Pte. Dadd (Wilshirens); best loser, Lieut. Corporal Rogers (Wilshirens).

Middleweights.—Winner, E. R. A. Hudson (Ambrose); runner-up, A. J. Hatch (Ambrose); best loser, Sergeant Daves (Wilshirens).

(Continued at foot of next column.)

SPORT FOOTBALL.

Division 2.

NAVY, 8; SOUTH CHINA, 1.

There was a large crowd on the Club ground on Saturday to watch this First Division match. The Chinese element predominated. The Navy played what was practically their second division team.

The match started fast, with the Chinese invading the sailors' territory from the kick-off. By means of a series of their characteristic long passes, they were soon giving the custodian a hot time. But the pressure was saved at the expense of a corner from which nothing resulted. Then the sailors had a look in, and came within an ace of scoring, but the shot went wide. After some brisk exchanges in midfield, where both sides indulged in hard kicks, the Chinese again attacked, and this time they looked business-like, and it was not long before they had scored from a beautiful pass from Air Kit Sang on the left extreme, but one of the sailors' backs fouled by handing the ball. It was not long before the Navy had scored a goal. This proved to be the only score in the first half.

In the second half the sailors improved their attacking tactics, and kept the ball in Chinese territory for the best part of the time. After two good openings had been missed by bad shooting, McCarthy, by a clever individual effort, having the ball up to the goal mouth and, guided by the net, thus equalising. A few minutes after this, McCarthy repeated his previous feat, and notched the sailors' second goal. The Chinese worked hard for an equalizer, and the inside left came very near scoring, but the right back deflected the ball by running in front of it, as he was back. When there were only ten minutes to go, the sailors again set out to get a goal, and this time Bryant netted with a swift ground shot a few feet away from goal. The final whistle, which came a few minutes later, found the Chinese very aggressive, but they did not score again. The sailors left the field the deserving winners by three goals to one.

R.G.A., 2; ST. JOSEPH'S, 0.

A very interesting game between the Garrison team and St. Joseph's College ended in the defeat of the College team by two goals to nil. The Garrison team fielded a heavier side than the collegians, but what the latter lacked in brawn they made up in courageous and well-combined attacks on their opponents' goal. The Garrison goal rights from the commencement of play. Their rushes, however, were stayed by the plucky work of the College backs who cleared nicely. After the game had been in progress for about a quarter of an hour, a combined movement by the Garrison forwards resulted in their drawing the ball back. Stoker, the inside, curled the ball into the College goal, and, after a melee in front of the goal, sent in a hard shot, which the custodian failed to hold. The game then slowed down a bit, both sides making frequent rushes at the respective goals, without any material consequences. After the interval, the game became fast, both teams making herculean efforts to score. Two attempts were made by the College forwards, but did not bear fruit. Sepler and Urquhart were within an ace of scoring on two occasions, but became hurried in front of goal and missed wide off the mark. Towards the latter stages of the game, the Garrison made another rush at the College goal and Green, the centre, banged in a shot into net which beat the College custodian.

Division II.

KOWLOON F.C. 6; CLUB DE RECREIO, 0.

Lack of firmness on the part of the referee, when Kowloon met the Portuguese Club on the Club ground, resulted in a match on only a half a dozen goals, which was a pity, as the players seemed bent on hurting each other. From an early stage the play degenerated to what, in the laws of football, is described as "violent and dangerous play," and it is a pity that the referee did not order some of the players off the ground. The trouble started through Mitchell, the Kowloon centre half, jumping on the neck of one of the Portuguese players (Maher), and if the referee had noticed that incident much of the resultant intemperate play would not have occurred. In the second half, many of the players lost control of themselves, and once the spectators had the unusual experience of seeing Lopes, the Recreio centre half, plant his fist on Mitchell's jaw. The spectators were more surprised when the referee merely stopped the fight, and did not order the players out of the field. Taylor, of Kowloon, and Prata and Maher of the Club de Recreio were others who distinguished themselves for undisciplined play.

In the first half, Kowloon scored three goals. Rasmussen opening with a shot from close quarters. The next came from Knight, who headed a splendid centre from Taylor. Millard carved his way through the opposing defence and notched the third goal. In the second half, Kowloon doubled their score, the same three forwards doing the needful. The Kowloon defence was very little work. Their forwards were warming round the Portuguese goal for four-fifths of the time, and that they did not score more was due to Britto in goal, who saved twice as many shots as he let in.

EXHIBITION BOUTS.

Borght Sly Kerrison (R.N.Y.P.), holder, (145 lbs.) defeated Seaman Parsons (Ambrose), challenger (143 lbs.) in the eighth round of a 15 round contest for the welterweight championship of the Colony. Seaman Webb (Ambrose), (127 lbs.), defeated Stoker Neal (Kowloon Torpedo Depot) (125 lbs.) in the sixth round of a ten-round featherweight contest. Stoker May (Carlisle), (145 lbs.), defeated C.E.R.A. Hudson (Kowloon Torpedo Depot) (130 lbs.) in the fourth round of a six-round waterweight contest.

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Mackerel Fresh in 1/2 tins	3.25	30 "
Brands "A" Sauce	3.30	30 "
Chili Sauce Heloz	6.00	55 "
Cerebos Salt	3.25	30 "
Pickles Australian pint bottles	4.00	35 "
Ox Tongues Armour's No. 1 size	17.00	1.35
Bologna Sausage	5.50	50 "
Tripe 1 lb. tins Armour's	5.00	45 "
Ox Tail and Kidney Soup in 2 lb. tins	5.50	50 "
Spaghettil, Meat and Chili	2.25	20 "
Australian Fruits No. 3 tins	4.00	35 "
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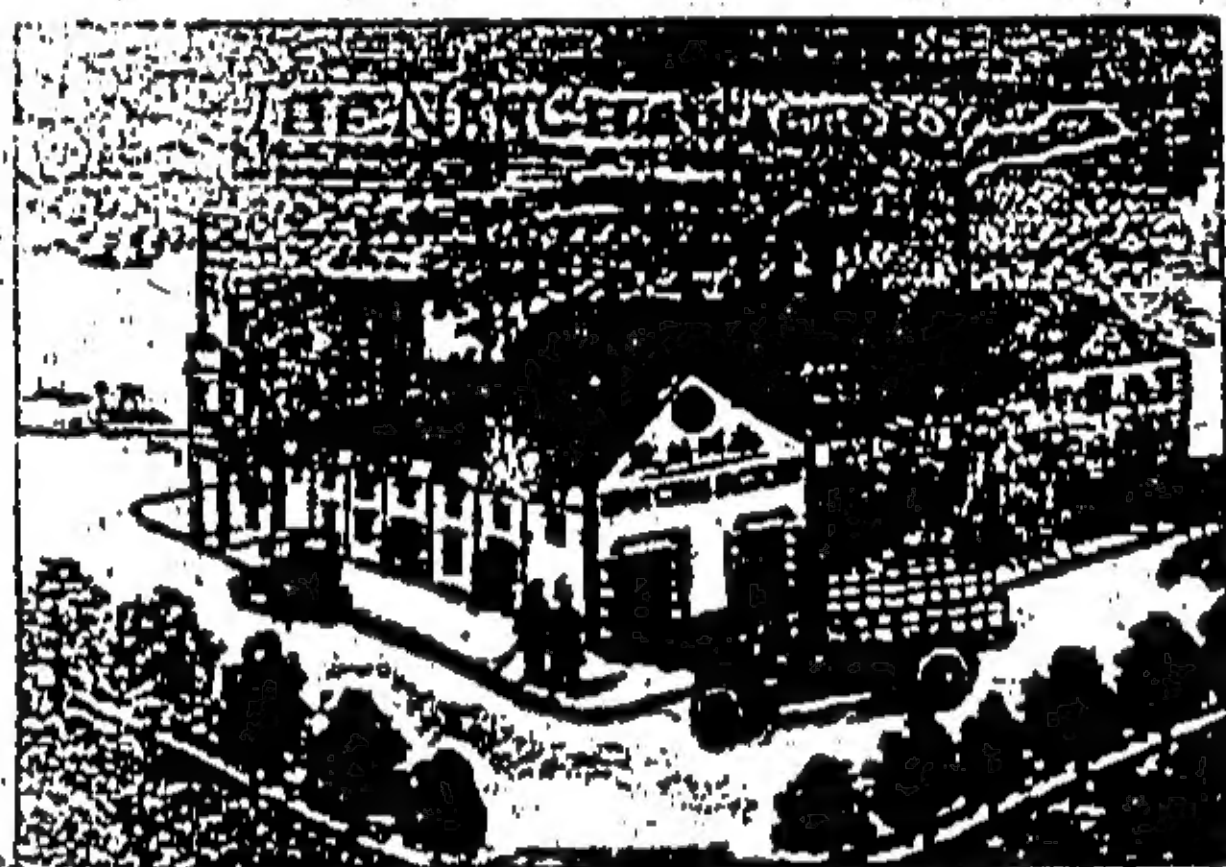
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GOLFING TEXTS.

"GALLERY ETIQUETTE."

Those of us who travel on the Underground Railway, says a London writer, are daily having our manners improved by the charming pictures, with their little morals underneath them, that way before our eyes as we hang on to our straps. We see that the "door obstructor" is a selfish person, and then we learn to "pass right down the car."

Mr. Marks, the secretary of the Sandy Lodge Club, has lately had the happy notion of undertaking a somewhat similar campaign for the improvement of our manners when we watch golf matches. He has drawn no pictures, more is the pity, but for a recent exhibition match on his course, he produced on a half-sheet of paper a short manual of deportment, which he called "Gallery Etiquette." It is so straightforward, comprehensive, and well thought out that I mean to take the liberty of quoting it. It does not consist merely of harsh and abrupt commandments. Mr. Marks is as gently persuasive as our unknown friend of the Underground. He assumes that we really want to be good, and only explains to us how it is that we are occasionally and unwittingly naughty.

RULES TO BE READ.
The first rule, though most essential, we may take as read. It tells us not to move or speak on the stroke, with the corollary, "Do not stand nearer to a player than 10 yards; keep farther away if possible." The second rule is that in watching the shots we are to draw back at an oblique angle away from the play, "lest—though it is less damagingly expressed—we have our noses cut off. This is extremely good advice. Many people come to watch golf nowadays who know very little about it, and their foolishness is sometimes amazing. Certainly their behaviour is a testimony to the straightness of professional driving, but even the greatest can sometimes err. Moreover, they are very hard on the players, in that they never enters their heads that a golfer may want to go anywhere but straight down the middle of the course. As to playing deliberately out for a hook or a slice, that they seem to think is all nonsense, and in consequence we sometimes see a professional driving straight to his doom, forced to take a line that he knows perfectly well to be wrong. "Do not press forward because your neighbour does," says our mentor, and adds, "Show him this. He is not selfish, only a little thoughtless for the moment." He might perhaps have added to one of these first two rules that a tree can be almost as dangerous as a golf match, as in a thunderstorm. At Raynes Park the other day one of the players was trying to play a low shot with a wooden club under a branch. Some spectators lined up behind him. The ball flew a little too high, came straight back, and hit a lady on the head. It would be ungentlemanly to add that it served her right. We can only say that we are glad she was not badly hurt.

FOOTPRINTS IN THE SAND.
Rule 3 is "Do not go through the bunkers, go round them," followed by this appeal to our better nature:—"Your deep footmarks in sand may cost a player dear." Footprints in the sands of bunkers are as common as the footprints of Longfellow, which "Another's coming may take heart again." Quite the contrary. There are, too, the greenkeeper's feelings to be considered. The man who stamps through a bunker generally scrambles up the bank beyond, to its great detriment. Rule 5 is also a cry from the greenkeeper's heart:—"Walk round the greens, never across them."

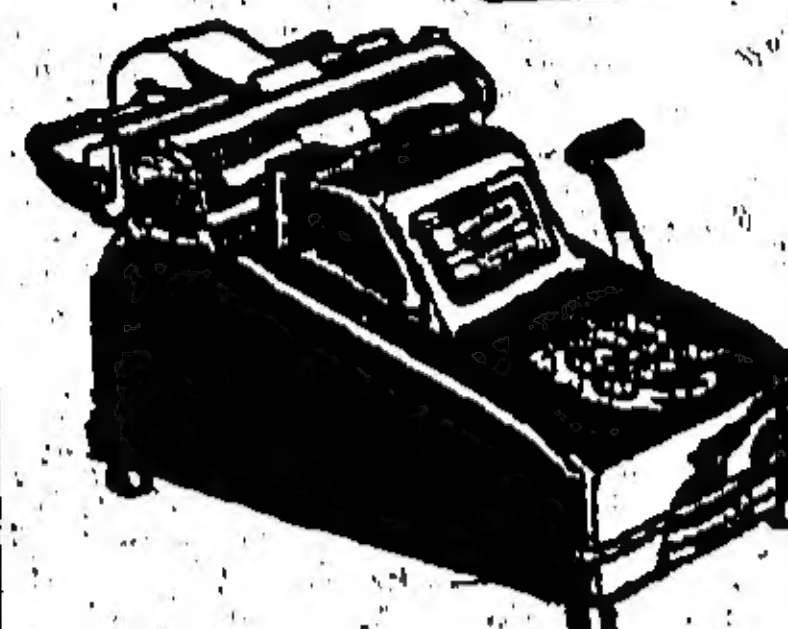
With Rule 6 we come to two texts rolled into one, on either of which a long sermon might be preached. The first is, "Do not applaud a good putt till both have holed out." Here we have a rule that is on the whole wonderfully well observed, to the great credit of spectators in general. They are by no means blameless, but considerate. In the first place, when a match is in a critical state it is difficult not to explode into joyful noises at a definite, concrete success, such as a long putt holed. In the second place, if the spectator cannot applaud at that very moment, he will very likely get no relief at all for his pent-up feeling. As our hypothetical spectator's man holes one in the hole, B is left with a long putt for the half and fails. It is a rule of the Medes and Persians that the spectator must not clap because B has missed. Therefore in fact, he must not clap at all, for it is of no avail for him to protest, "I am not glad because that beat B missed his because my dear old friend A holed." It is a difficulty and there is no way out of it, save that the spectator should keep silence. That is the best way. Overmuch applause at a golf match is, in the ears of many golfers, thoroughly unpleasant and unseemly. When the match is all over let the spectator give vent to a good honest cheer if he have a mind to it, but till the last putt is holed he is not to make the better. The American golfing crowd applauds a good deal more than ours does. When it is wrought up it is inclined to clap any stroke that keeps out of a bunker, much as an Eton and Harrow crowd cheers the batsman when he is not bowled or the fielder who does not let the ball between his legs. This is not to say that it is not a fair and chivalrous crowd. I saw it when Mr. Francis Ouimet was beating Ray and Vardon at Brookline, and it restrained itself most nobly. It is only that the constant rounds of applause sound something exuberant in British ears.

The second part of the double text is this:—"Even if you know a player well, do not accost him: Let him concentrate on his play. This would seem too obvious to set down, but sad experience shows that it is not. I remember very well in that same match at Brookline seeing a young professional come up to Mr. Ouimet, borrow his club to waggle it, and then begin a cheerful conversation on his own play of the day before. Mr. Ouimet was perfectly aware, it just a little distract in his answer to him. I wonder that he did not fall him to the earth. Mr. Hilton also feelingly narrates in his "Reminiscences" how in one of his great battles with Mr. Tait, a man, whom he knew slightly, came up on the third tee, and smoking him heartily on the shoulder said, "And how are you getting on?" With such examples of colossal obtuseness before us, how can we say that any rule is superfluous.

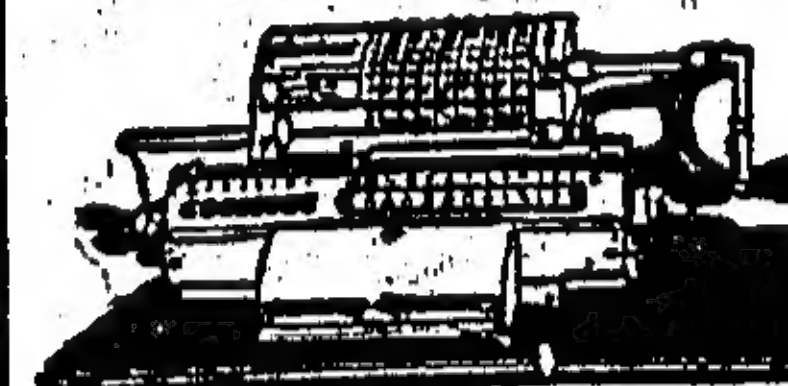
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TIME MEANS MONEY

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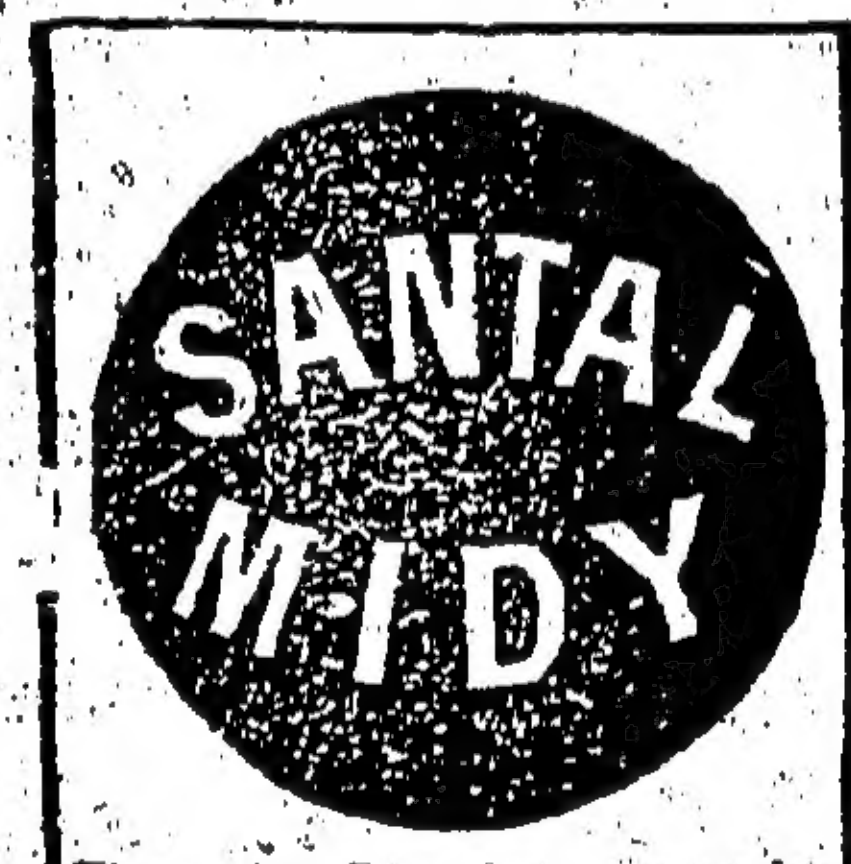


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Finally I come to the last of Mr. Marks's excellent rules—"Respond quickly to any request from the course stewards and to a call of 'Fore'." This ought really to be unnecessary since we owe so much at least of decent civility to the club that lets us come on to its course. Now and again it may be just a little hard because stewards are sometimes so very excessively energetic. I was watching a professional competition the other day where there were not very many spectators, and such as there were were evenly divided between four couples of players. However, each couple had two fore caddies. Of these I marked two in particular: one in a Scottish kilt, in uniform, kilt, brown belt, leggings, spurs, and tabs and all; the other a gentleman well advanced in middle life. Heavens! how hard those two did work. At every hole they plunged ahead mopping their brows. They constantly hallooed to one another. Where did that one go to, Herbert, or words to that effect. Like bloodhounds on the trail they relentlessly marked down the two balls in the middle of a clear and empty course, and then stood at bay over them. But after all as Mr. Wells senior would have remarked, there was an amiable weakness.

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HAIPHONG via HOIHOW	"LOKSANG"	Fri, 16th Jan, 8 a.m.
MANILA	"YUENSANG"	Fri, 16th Jan, 3 p.m.
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SANDAKAN	"HINSANG"	Sat, 14th Jan, Noon

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"GLENNAVY"	24th January	LONDON
"GLENAMOEY"	28th January	GENOA & ANTWERP
"GLENNAVY"	7th February	GENOA
"GLENSTRAE"	8th February	LONDON
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SHIPPING NEWS

ARRIVALS.

January 10th.
Choy Sang, British str., 1,494 tons, Capt. ... from Shanghai, with a general cargo.—J. M. & Co.
Chung King, Chinese str., 349 tons, Capt. ... from Swatow, with a general cargo.—Chong Fat.
Haiwa Maru, Japanese str., 1,434 tons, Capt. ... from Hongkong, with a cargo of coal.—J. M. & Co.
Hok Canton, British str., Capt. ... from a wong Chow Wan, with a general cargo.—1st Hing.
Izumi, British str., 6,257 tons, Capt. ... from Vancouver, with a general cargo.—B. & S.
Xam Yung Fat, Chinese str., 445 tons, Capt. ... from Pakhoi, with a general cargo.—Globe & Co.
Manila Maru, Japanese str., 9,229 tons, Capt. ... from Manila, with a general cargo.—O.S.K.
Meinam, French str., 12,000 tons, Capt. ... from Saigon, in ballast.—M.M.
Morialis, British str., 975 tons, Capt. G. B. ... from Sydney, with a cargo of lead.—Nemasee.
Nam Wan, Portuguese str., 335 tons, Capt. ... from Hongkong, with a general cargo.—Tai Fung.
Nelue, British str., 4,960 tons, Capt. ... from Muku, with a general cargo.—B. & S.
Suisun, British str., 1,594 tons, Capt. ... from Amoy, with a general cargo.—B. & S.
Suwa Maru, Japanese str., 665 tons, Capt. ... from Swatow, in ballast.—Sunrise & Co.
Tungwah, Chinese str., 746 tons, Capt. ... from Lungkow, with a general cargo.—C.M.S.N. Co.
West Iskip, American str., 4,559 tons, Capt. ... from Manila, with a general cargo.—Pacific Mail S.S.
 January 11th.
Chenai, British str., 1,354 tons, Captain ... from Canton, with a general cargo.—B. & S.
Cheong King, British str., 1,293 tons, Capt. ... from Wuhu, with a cargo of rice.—J. M. & Co.
Chipsing, British str., 1,190 tons, from Canton.—J. M. & Co.
Demodets, British str., 4,109 tons, Capt. ... from Singapore, with a general cargo.—B. & S.
Fooksang, British str., 1,987 tons, Capt. ... from Singapore, with port she left on December 31st, with a general cargo.
Haiching, British str., 1,287 tons, Capt. ... from Swatow, with a general cargo.—D. L. & Co.
Hoihow, British str., 866 tons, Capt. ... from Canton, in ballast.—B. & S.
Kanra, British str., 1,293 tons, Capt. ... from Hongkong, with a cargo of coal.—B. & S.
Luckow, British str., 1,920 tons, Capt. ... from Bangkok, with a general cargo.—B. & S.
Produce, Norwegian str., 743 tons, Capt. ... from Wuhu, with a cargo of rice.—Larsen & Co.
Saku Maru, Japanese str., 1,006 tons, Capt. ... from Swatow, with a general cargo.—O.S.K.
Toku Maru, Japanese str., 3,197 tons, Capt. ... from Manila, with a general cargo.—O.S.K.
Tungshing, British str., 1,173 tons, Capt. ... from Haiphong, with a cargo of rice.—J. M. & Co.
Yamagata Maru, Japanese str., 3,229 tons, Capt. ... from Bombay, with a general cargo.—N.Y.K.
Yuetsang, Chinese str., 384 tons, Capt. ... from Whampoa.—Po Lee Co.

ARRIVAL OF THE "FOOKSANG."

The Indo-China Co.'s vessel **Fooksang**, which had been overdue five days on the voyage from Singapore to this port, arrived in harbour yesterday morning. She left Singapore on December 31st, and throughout the whole passage experienced exceptionally bad weather. In the vicinity of Pulo Sapato, on January 4th, a violent gale from N.N.E. was encountered, accompanied by violent squalls and a mountainous sea. This gale lasted for over two days, during which time the vessel was holed. On January 8th, the gale abated slightly and slow progress was made. A strong monsoon with a heavy swell continued right up to Gap Rock, which was reached at 9.15 yesterday morning. Throughout the passage, 411 deck passengers, who were on board, had to be kept battened down. The European passengers were Mr. Bagnall, Mr. Johnson, Mr. Vetterwinkle, Mr. and Mrs. Hamme, Mr. and Mrs. van Waveren and Miss Vetterwinkle.

JAVA-CHINA-JAPAN LINE
REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED OR ON	WILL LEAVE ON OR ABOUT	FOR
TJISALAK	JAVA	13th Jan.	19th Jan.	SHANGHAI
TJIPANAS	JAVA	17th Jan.		
TJIMANOEM	JAPAN	19th Jan.	18th Jan.	JAVA

*Wireless Telegraphy.
 The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
 For Particulars of Freight and Passage apply to the

York Building, 1st Floor.

JAVA-CHINA-JAPAN LINE.

Telephone No. 1974.

SHIPPING MOVEMENT.

The P. & O. s.s. **Damen** left Shanghai for Hongkong on the 10th inst., at 1.30 p.m., and is due to arrive to-morrow at about 4 p.m.
 The R.M.S. **Empress of Asia** left Nagasaki on January 10th, and is due at Hongkong on January 11th.
 The R.M.S. **Empress of Japan** left Shanghai on January 9th, and is due here on January 12th.
 The N.Y.K. s.s. **Shimpo Maru** (Calcutta line) left Calcutta on January 9th, and is expected here on January 30th.

WEATHER REPORT.

January 11th at 12.05.—No returns from Vladivostok, Japan or the Marinas.
 Pressure has increased moderately over N. China and slightly over S. China, India and the Philippines.
 An anti-cyclone has formed over N. China. Moderate monsoon may be expected along the China coast and over the China Sea.
 Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 0.00 inches, against an average of 0.37 inches.
 The forecast for the 24 hours ending at noon to-day is as follows:

Direction
 Hongkong to Gap Rock (N.E. winds moderate; fair).
 Formosa Channel (The same as No. 1).
 South Coast of China between Hongkong and Lamocks (The same as No. 1).
 South Coast of China between the same as Hongkong and Hainan (The same as No. 1).

THE "GLEN" LINE LTD.
FOR BOSTON & NEW YORK VIA
SUEZ CANAL

"GLENSHANE"
 will leave Hongkong for the above ports during the
SECOND HALF OF JANUARY.
 For freight and further particulars apply to—
JARDINE, MATTHEWSON & Co., Ltd., Agents.
 Tel. 216—Sub. Ex. 22.

ASAHI BEER

SOLE AGENTS
MITSU BUSSAN KAISHA

N. Y. K.

NIPPON YUSEN KAISHA

SAILINGS FROM HONGKONG TO MANILA, SHANGHAI, AND JAPAN.

SEATTLE & VICTORIA via Manila, Shanghai & Japan: ports
 Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KATORI MARU (omitting Manila) ... Saturday, 17th Jan., at 11 a.m.
SUWA MARU (omitting Manila) ... Monday, 22nd Feb., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez,
 Port Said and Marseilles.

INABA MARU ... Friday, 22nd Jan., at Noon.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday
 Island, Townsville & Brisbane.

NIKKOMARU ... Middle of Jan.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran,
 San Francisco, Panama & Colon.

TOKUSHIMA MARU ... Saturday, 10th January.

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

WAKAMATSU MARU (Bombay direct) ... Saturday, 10th January.

NAGANO MARU ... Sunday, 25th January.

CALCUTTA & RANGOON via Singapore & Penang.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU ... Saturday, 10th Jan., at 11 a.m.

TANGO MARU ... Saturday, 21st Feb., at 11 a.m.

SHANGHAI, KOBÉ & YOKOHAMA

KEISHIN MARU ... Monday, 18th January.

IYO MARU ... Wednesday, 14th Jan., at 11 a.m.

TOTTORI MARU ... Tuesday, 12th Jan.

EXTRA SERVICES (Marseilles, L'pool, Antwerp, E'dam, H'burg etc.)

PENANG MARU (Marseilles & Liverpool) ... Friday, 18th January.

TOYAMA MARU (London, Antwerp & Hamburg) ... Saturday, 31st January.

For further information apply to—**NIPPON YUSEN KAISHA.**

Telephone Nos. 262 & 273

S. YASUDA, Manager

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE.

Operating the new first-class steamers
"ECUADOR," "VENEZUELA" AND "COLOMBIA,"
HONGKONG TO SAN FRANCISCO,
VIA SHANGHAI, KOBÉ, YOKOHAMA AND HONOLULU.

THE SUNSHINE BELT.

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON.

S.S. "COLOMBIA" ... Wednesday, Jan. 25th, 1920.

S.S. "VENEZUELA" ... Feb. 25th, 1920.

ALSO

The following U.S. Shipping Board vessels:

S.S. "WEST INSKIP" ... Oct. 2nd, 1919 ... Jan. 14th, 1920.

S.S. "WEST CONOB" ... Nov. 1st, 1919 ... Jan. 26th, 1920.

Cargo accepted on through Bills of Lading to Baltimore, Havana, Central and South American ports.

For further information apply to—**PACIFIC MAIL S.S. CO.,** Alexandra Building, Charter Road.

Telephone 141. Cable Address: "BOLANO."

FOR NEW ORLEANS.

THE U.S. SHIPPING BOARD
S.S. "ASKAWAKE"

About Middle MARCH, 1920.

For freight space and particulars apply to—

THE ADMIRAL LINE.

Agents.

Telephones.

2477 & 2478.

5th Floor.

Hotel Mansions.

THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS, BANKERS, ETC.

OFFICIAL PASSENGER AGENTS TO THE PHILIPPINE GOVERNMENT.

TICKETS SUPPLIED TO ALL PARTS OF THE WORLD at Tariff Rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

BAGGAGE collected, forwarded and insured at lowest rates.

Cook's "FAR EASTERN TRAVELLER'S GAZETTE" containing Sailings and

Fares from the Far East to all parts of the World will be forwarded free on application.

Telegraphic address: "COUPON." THOS. COOK & SON

Telephone No. 134. Hongkong Hotel Buildings, corner of Pedder Street,

and Des Voeux Road, HONGKONG.

Also SHANGHAI, PEKING, YOKOHAMA, MANILA.

Chief Office: LUDGATE CIRCUS, LONDON, E.C.

CP O S

SAILINGS

HONGKONG to VANCOUVER

(via Shanghai, Nagasaki, (Mojito) Kobe & Yokohama)

From Hongkong to Vancouver

Steamers

Monteagle ... Jan. 18 Feb. 10

Empress of Asia ... Jan. 22 Feb. 9

Empress of Japan ... Jan. 26 Feb. 16

Empress of Russia ... Mar. 11 Mar. 29

Monteagle ... Mar. 16 Apr. 10

Empress of Japan ... Mar. 28 Apr. 19

Empress of Asia ... Apr. 8 Apr. 26

Empress of Russia ... May 6 May 24

Monteagle ... May 19 June 13

Empress of Japan ... May 26 June 16

Empress of Asia ... June 3 June 21

Empress of Russia ... July 1 July 19

Monteagle ... July 20 Aug. 10

Empress of Japan ... Aug. 2 Aug. 27

Passenger Fares Hongkong to United Kingdom.

Express of Japan ... 16,850 Tons Reg. ... Gold ... 800 Tons Reg. ... Gold ... 2488

Express of Asia ... 16,850 Tons Reg. ... Gold ... 800 Tons Reg. ... Gold ... 2488

1. Fares & Salaries subject to change without notice.

For Fares and other information please apply

HONGKONG OFFICE

Telephone 762. Cable Address: GACAPAC

CANADIAN PACIFIC

OCEAN SERVICES

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES, TIMOR, PORT DARWIN AND AUSTRALIAN PORTS.

Steamers

* "TAIYUAN" ... Arr. Hongkong from Australia ... Lv. Hongkong for Australia

* "CHANGSHA" ... January 8th ... February 5th ... January 13th ... February 7th

SAILINGS SUBJECT TO ALTERATION.

* Omitting Manila Southward

* For Sydney Only

These Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A duly qualified Doctor is carried.

Reduced Fares. Cargo booked through for all Australian, New Zealand & Tasmanian Ports.

or freight or passage apply to— BUTTERFIELD & SWIRE, Agents.

For NEW YORK & BOSTON.

THE U.S. SHIPPING BOARD

S.S. "CAPE MAY"

EARLY FEBRUARY.

Via PANAMA.

S.S. "SAGAPORACK"

EARLY MARCH.

Via PANAMA.

S.S. "WESTERN CROSS"

MIDDLE MARCH.

Via SUEZ.

For freight space and particulars apply to—

THE ADMIRAL LINE

Telephone

2477 & 2478.

AGENTS.

5th Floor.

HOTEL MANSIONS.

Cable Address

Kawakisen, Kobe

Bentley's, A.B.C. 8th Ed.

and Scott's Codes

Telephone: Sanmomiya

2644, 2633.

KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID UP ... Y20,000,000

President: Mr. Y. KAWASAKI

Vice-President: Mr. K. MATSUOKA

Managing Director: Mr. MASAYA ABE

The Company has on hand a Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet—

Eleven steamers of 9,100 tons each deadweight.

And, under the Company's management—

Twenty steamers of about 9,100 tons deadweight each.

Two steamers of about 6,400 tons deadweight each.

(Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA.

No. 8, Bund, Kobe.

AMERICAN & ORIENTAL LINE

For NEW YORK via Panama Canal
S.S. "SUVERIC" sailing about February 10th.

ORIENTAL AFRICAN LINE
INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—
THE BANK LINE, LTD.
Managing Agents.

"ELLERMAN" LINE.

(MULLEN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON & ROTTERDAM "ST. FRANCIS" ... 28th January.
LONDON & ROTTERDAM "MATOPO" ... 10th February.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

at Messrs & Co., Canton.

THE BANK LINE, LTD.
General Agents.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail
HONGKONG	"HANGHONG"	On 14th Jan. 10 A.M.
SHANGHAI & SINGAPORE	"KANCHOW"	On 15th Jan. Noon
SWATOW and BANGKOK	"KANCHOW"	On 15th Jan. 3 A.M.
HONGKONG, FAKEL and HONGKONG	"KANCHOW"	On 14th Jan. 10 A.M.
AMOI & SHANGHAI	"KANCHOW"	On 14th Jan. 4 P.M.
SWATOW & BANGKOK	"KANCHOW"	On 15th Jan. 3 A.M.
SHANGHAI & SINGAPORE	"KANCHOW"	On 15th Jan. 10 A.M.
MANILA, Cebu & ILOILO	"KANCHOW"	On 20th Jan. 3 P.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO.
Excellent Saloon accommodation. Amplest. Electric Light and Fan in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly). Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are asked to Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in state-rooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHEW
AND RETURN.

(Occupying 8 to 10 Days)

"HATCHING" ... Capt. A. H. Stewart ... TUESDAY, 13th Jan., at 1 P.M.
"QUINNESS" ... Capt. J. Medina ... FRIDAY, 16th Jan., at Noon

Arrivals and Departures from the Company's Wharf (near State Pier).

For Freight and Passage, apply to—

DOUGLAS LAFRAIK & CO.,
General Manager.

NEW YORK DIRECT.

Joint Service of the

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.)

AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"OANPA" ... via Suez ... 14th Jan.
"ATREUS" ... via Suez ... 20th Jan.
"ARISTO" ... via Suez ... 10th Feb.
"ANTIOCHUS" ... via Suez ... 25th Feb.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.
Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE OR THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON.

P. & O. - BRITISH INDIA,

APCAR AND EASTERN &

AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND.)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,

WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,

AUSTRALASIA INCLUDING NEW ZEALAND & QUEEN

LAND PORTS, RED SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"DUTERA"	5,200	15th Jan.	Straits, Ceylon, Bombay, Madras & London direct.
"SO ALI"	5,700	2nd Feb.	

BRITISH INDIA-APCAR SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"JAPAN"	6,000	9th Jan. 1 P.M.	Straits, Hongkong & Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"ST. ALBANS"	4,000	25th Jan.	Calla at Manila, Batavia, Thursday Island, Queensland Ports and Sydney.
"EASTERN"	4,000	11th Feb.	

SAILINGS TO SHANGHAI & JAPAN

S.S.	Tons	From Hongkong (about)	Destination
"NIGUYA"	7,000	12th Jan. 4 P.M.	Shanghai & Kobe.
"ST. ALBANS"	4,000	14th Jan.	Kobe.
"UMTA"	5,400	12th Jan.	

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.
1st Saloon Passengers may travel by P. & O. Company's steamers between Singapore and Calcutta or Singapore and Madras in the afternoon of their P. & O. Tickets Singapore to Calcutta.
All Saloons are fitted with Electric Fans and Air.
Passengers and Sailing dates are liable to be cancelled or altered without notice.
Parcels Measuring not more than 2 1/2 ft. x 1 1/2 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GORDON & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.
For further information, Passage Fares, Freight, etc., apply to
MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG.



TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board Steamers

For	SEATTLE, TACOMA, VICTORIA, VANCOUVER.
	(Calling at Ketchikan and Yakutat.)
"EDMORE"	Jan. 11th.
"CITY OF SPOKANE"	Jan. 11th.
"ICONIUM"	Jan. 27th.
"CROSSKEYS"	Feb. 1st.
"WHEATLAND"	Feb. 15th.

FOR PORTLAND DIRECT.

STEAMER	DATE
"COAXET"	Jan. 22nd.
"MONTAGUE"	Feb. 20th.
"ABERCOB"	Mar. 5th.

THE ADMIRAL LINE.

Telephone 2471 & 2472. First Floor, Hotel Manawan.

FOR NEW YORK DIRECT.

PRINCE LINE FAR EAST SERVICE

S.S. "ARABIAN PRINCE"

Via SUEZ 15th January.

S.S. "MOORISH PRINCE"

Via SUEZ 25th February.

Steamers proceed via SUEZ CANAL or PANAMA CANAL at Owner's option

For freight and further particulars, apply to—

SHEWAN, TOMES & CO.,
Agents.

TOYO KISEN KAISHA
SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU

FAST AND LUXURIOUS MAIL STEAMERS

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
SHINYO MARU	12,000	Jan. 15th
IBERIA MARU	12,000	Jan. 30th (from Kobe)
PENNSIA MARU	9,000	Feb. 3rd
KOREA MARU	10,000	Feb. 23rd
TENYO MARU	12,000	Mar. 11th.

* Omitting Shang

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU, SAN FRANCISCO, N. PEDRO, SALING CRUZ, BALBOA, ALLAO, ARICA

THENCE BY TRANS-ANDRAN ROUTE TO BUENOS AIRES

Steamers	Tons	Leave Hongkong
KIYO MARU	17,500	Jan. 15th, 1890
ANYO MARU	12,500	Mar. 13th.
SEIYO MARU	14,000	May, 11th.

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co.
Passengers may travel by Rail between Ports of Call in Japan free of charge.
For all information as to rates, sailings, etc., apply to—
T. DAIGO, Manager, King's Building.

Telephone 2374 and 2375

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

DESTINATION	STEAMER & DEPARTURE	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	"PORTHOS" ... 20,000	On or about 15th Jan.
	"AMAZONE" ... 10,000	On or about 22nd Jan.
	"PAUL LECAT" ... 30,000	On or about 22nd Feb.
SHANGHAI (Only)	"SCHARNHORST" ... 12,000	On or about 14th Jan.
MARSEILLES VIA SAIGON, SINGAPORE, COLOMBO, DJIBOUTI, SUEDZ	"SCHARNHORST" ... 12,000	Beginning of Feb.
	"PORTHOS" ... 20,000	On or about 15th Feb.
	"AMAZONE" ... 10,000	On or about 1st Mar.
	"PAUL LECAT" ... 30,000	On or about 20th Mar.

Cargo boat for EUROPE to call at MARSEILLES, if sufficient indentment offered.
GENOA, HAVRE, DUNKIRK, ANTWERP, ROTTERDAM.
"COMMANDANT MAGES" On or about Begin. of Feb.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY
For full particulars regarding sailings, etc., apply to—

R. BODENFUSER,
Agent,
Queen's Building.

Telephone 740.

O. S. K.
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.
"BORNEO MARU" ... Saturday, 10th January.
"ATLAS MARU" ... Beginning of February.

GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.
"SIAM MARU" ... Middle of January.

SAIGON, BANGKOK, SINGAPORE—Regular Monthly service.
"HISAN MARU" ... Monday, 1st February.

SYDNEY, MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.
"FAMON MARU" ... Middle of January.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"MARILA MARU" ... Sunday, 18th January.

JAPAN PORTS—Moj, Kobe, Yokohama, Yokohama.

KEELUNG via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.
"KAJO MARU" ... Sunday, 11th January.

For TAKAO via SWATOW and AMOY.

"BOSHU MARU" ... Thursday, 16th January.
For sailing dates and further particulars please apply to—
Y. YASUDA,
Manager,
No. 1, Queen's Building.

Tel. No. 744 and 745.

CHINA MAIL S.S. CO., LTD.

FRIGHT AND PASSENGERS

"NANKING" "CHINA" "NILE"
15,000 tons, 10,000 tons, 11,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU
"NANKING" ... Jan. 18th 1920.
"CHINA" ... Jan. 31st 1920.
"NILE" ... Mar. 2nd.

[An unsurpassed high-class passenger service.]
O. H. BITTER, Freight and Passenger Agent,
Ice House Street.

